

Amendment to Specification

Please replace paragraph [0018] with a new paragraph [0018]:

[0018] The virtual airdam of this invention is shown in Figures 3 and 4. The plastic band of the conventional air dam is replaced by a hollow similarly configured air conduit 40. The air conduit 40 has a series of ports or orifices 42 distributed along the length of the conduit. Air is forced into the conduit 40 by a fan or blower 44. As shown in Figure 3, the blower 44 forces air into an end 39 of the conduit and the air is distributed through the holes 42 in the conduit to form an air curtain which acts as a virtual airdam. The size and shape of the ports are designed to produce a jet of air in the desired direction downward toward a roadway or support surface 22 at the desired velocity when a predetermined volume (CMM) of air is supplied to the conduit. A slot or slit of about 1 cm width along the length of the conduit may substitute for the series of ports in the air conduit 40. The goal is to reduce the drag on a moving vehicle and increase fuel economy. A secondary goal is to enhance cooling with air flow B in the engine compartment 16, see Figure 4.

Please further replace paragraph [0022] with a new paragraph:

[0022] A fuel cell vehicle 50 is shown in Figure 6. Vehicle 50 has a cooling air inlet 52 for receiving ram air when the vehicle is moving. The radiator 54 has a fan 56. The radiator is in a heat exchange relationship with the fuel cell stack 58. The fuel cell stack is the energy source for the powertrain 60 of the fuel cell vehicle 50. A shroud 64 is in air flow communication with the radiator 54 and terminates in a jet-forming outlet slot or slit 70 configured to form a virtual airdam 36 as described hereinbefore. The fan 56 may be used to redirect air with an air conduit 72 formed by the shroud 64. Fuel cell vehicles have much higher cooling airflow requirements (almost three times the IC engines). Cooling flow in such IC vehicles is used for engine cooling and also later used to cool some hot spots in the underhood environment. However, fuel cell vehicles as exemplified here do not have the requirement of cooling hot spots other than the fuel cell stack. Thus, in this example, fuel cell vehicles free up air flow that would otherwise be

used for powertrain cooling purposes so that the airflow may be redirected downwards in conduit 72 to capture the effects of the virtual airdam at a jet-forming outlet slot or slit 70, which may be configured as described hereinbefore for conduit 40. In the case of fuel cell vehicles, the additional cost to come up with the source and power for jet 70 is saved. So, the virtual airdam of this invention has a technical advantage in fuel cell vehicles.